

SUPREME COURT & CONSULAR GAZETTE,

And Law Reporter for the Supreme & Provincial Courts of China & Japan

VOL. V

SHANGHAI, TUESDAY, 16TH FEBRUARY, 1869.

No. 111

CONTENTS.

LEADING ARTICLES.	Page.		Page.
Immature Conclusions	61	<i>In Bankruptcy: In re H. A. Holcomb</i>	64
The Shroffage of Silver	62	Letter from Shanghai Chamber of Commerce to H. B. M.'s Minister on proposed New Ports...	65
CASES IN H. B. M.'s SUPREME COURT.		NEWS OF THE WEEK, ...	68
Summary Cases	63	COMMERCIAL SUMMARY, ...	71
Police Cases	64	SHIPPING, &c., ...	72
CASES IN U. S. CONSULAR COURT.		QUOTATIONS, &c., ...	72
<i>Le-a-do v. J. H. Jones</i>	63		

NOTIFICATIONS

H. B. M. Supreme Court.

IN HER BRITANNIC MAJESTY'S SUPREME COURT FOR CHINA AND JAPAN.

THE BANKRUPTCY ACT, 1861.

NOTICE is hereby given that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the "Bankruptcy Act, 1861," Sections 187, 192, 194, 196 and 198:—
No. 13.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship. Deed of Assignment for benefit of Creditors and Release by Creditors.

Date of Deed. 1st February, A.D. 1869.

Date of Execution by Debtors. 1st February, A.D. 1869.

Name and description of the Debtor as in the Deed. GEORGE WATSON COUTTS of Shanghai, in the Empire of China, but at present residing at No. 5, Teuterdan Street, Hanover Square, in the country of Middlesex, Merchant.

The Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors. Charles Cumine of Shanghai aforesaid, Merchant, and James Cock Coutts, also of Shanghai aforesaid, Merchant.

A short statement of the nature of the Deed. A Deed of Conveyance and Assignment for the benefit of all the Creditors of the said Debtor, and the Release of the said Debtor by his said Creditors, under the 192nd Sec. of the Bankruptcy Act, 1861.

When left for Registration. 3 o'clock P.M., 5th Feb. 1869.

Prussian Consulate General.

BEKANNTMACHUNG.

AUF Ersuchen des Taotais von Shanghai mache ich wiederholt darauf aufmerksam, dass Deutsche bei Reisen in das Innere über 100 li von hier hinaus eines bei der disscitigen Behörde zu löserden Reisepas-

Prussian Consulate General.

ses bedürfen, und solchen den Chinesischen Behörden an Wachtstationen und auf Wachtschiffen auf Verlangen vorzuzeigen haben.

Shanghai, den 15ten Januar, 1869.

Königlich Preussisches General Consulat.
TETTENBORN.

NOTICE.

Estate of GEORGE HENRY FITZROY deceased.
ALL persons indebted to the above estate are requested to make immediate payment, and those persons having claims against it must present the same for settlement, accompanied with proper vouchers, on or before the 1st March, 1869, to Mr. G. J. W. COWIE, Solr., 27, Foochow Road, Shanghai.
Shanghai, 6th February, 1869.

NOTICE.

THE interest and responsibility of Mr. HENRY ADOLPHUS OVERWEG in our firm ceased on the 11th of November last, by lapse of time.

OVERWEG & Co.

Shanghai, 4th January, 1869.

NOTICE.

MR. JAMES HANSON WRIGHT is authorized to sign our Firm per procuration.

GLOVER, DOW & Co.

Shanghai, 12th January, 1869.

NOTICE.

THE interest and responsibility of Mr. GEORG WILHELM SCHWEMANN, and of Mr. RUDOLPH HEINSEN, in our firm, ceased on the 31st December 1867 and 31st December 1868 respectively.

Mr. FERDINAND NISSEN and Mr. HEINRICH HOPPIUS have this day been admitted Partners in our firm at Hongkong and in China, which now consists of Mr. GEORG THEODOR SIEMSEN, Mr. Woldemar NISSEN, Mr. ADOLPH JOOST, Mr. FERDINAND NISSEN, and Mr. HEINRICH HOPPIUS.

SIEMSEN & Co.

Shanghai, 1st January, 1869.

JUST PUBLISHED.

COPPER CASH AND THE TEA TRADE, being an Attempt to show the Effect of the Debasement of the Currency of China on the Foreign Trade of the Country; by THOS. W. KINGSMILL, Corresponding Secretary N. C. B. Royal Asiatic Society. Price \$0.50.

To be had from GEO. WASHINGTON ANTHONY, Bookseller and News Agent, Szuehuen Road, Shanghai.

Shanghai, 9th May, 1868.

It is requested that only such communications as relate to Editorial matters be addressed to the Editor, and that they be sent not later than Friday.

Advertisements will be received till 10 a.m. on Saturday. No communications can be noticed unless accompanied by the name of the writer.

Supreme Court and Consular Gazette

SHANGHAI, FEBRUARY 16TH, 1868.

WE are very apt in matters social and political to make sudden and rash generalisations from exceptional and insufficient premisses. The process of induction is in this case one of argument instead of being one of enquiry, and the logical fallacy consists in the assumption that what characterises one individual or more, certainly (instead of possibly) characterises the entire class. It is only when a case is specially brought before us that we take the trouble to enquire whether the instances assigned are really "musters" that justify the assumption regarding the entire class. The argument without this initiatory enquiry is much more readily followed; the construction of the argument itself is much more easy, and the conclusions arrived at have the merit of neatness and compactness untouched by the semblance of doubt. From these causes such a course of reasoning is peculiarly suited to the newspaper writer and the public speaker or agitator. A certain amount of space or a certain amount of time has to be filled up in a particular way, and it is hoped that, as the influence of the article or speech will at most be ephemeral, there will be little harm done if no good be accomplished. It is this habit of constructing propositions of an unjustifiably general character that accounts for the libels now or lately current against "the girl of the period." Because one girl in ten thousand wears a stand-up collar and studs, carries a walking stick, loops her dress up to the limit of a kilt, so as to display a killing boot, smokes cheroots, and reads *Bell's Life*, she is to be taken as a fair sample of the class in which she is placed by a freak of Nature. The inference is obvious—at least so it would appear to be to the writers in the *Saturday Review*. But we know full well that the girl who drives a ratoon, and discourses knowingly about the "conkey one" and the "Staley-bridge chicken," who wishes she may be "blowed," and playfully digs her admirers in the ribs, is not the typical girl of the period. Or again, it was the fashion some little time ago to extol "the intelligent operative," on no better ground, when we came to examine it, than that Charles Kingsley knew, or said he knew, weavers, tailors and game-keepers, to whom the abstrusest questions in political science were mere pastime, and who could discover no difficulties in Newton's Principia. No doubt there were and are such people, and very dreadful we should think it would be to meet one of them. But somehow we found by experience that the generalisation which so delighted Kingsley and his admirers, and so terrified nervous people when they saw an operative enter the same railway carriage with themselves, was not justified by the truth of the assumption that the men described were fair specimens of their class.

But we can find examples nearer home. Mr. Burlingame's "silver crosses" will, we fear, become a bye-word and a scoffing against that excellent diplomatist should he ever return to China. The temptation to say a neat and striking thing was too great. What did it matter? Nobody would think of exporting silver crosses, and so he was not inducing a commercial disaster by misrepresenting the demand for the article in question. Perhaps at the moment of speaking he believed what he said, although we should hope that his common sense could not so mislead him. The native congregations at the ports and in the interior are no doubt very encouraging, but the Christian Chinese do by no means represent the bulk of the nation. Just in the same way a few missionaries, impressed by the enquiries of certain wily Chang-mao chieftains, conceived the notion that the root of the matter was in them, and that to oppose their progress was to violate the visible decrees of Providence. The evangelical eye was conveniently closed, if not actually blinded, to the blasphemy, the insatiable desire for plunder and bloodshed, and the boundless ambition unrelieved by one genuine spark of patriotic enthusiasm, which were the characteristics of the Taiping leaders. But the good people of England and America were quite taken in; it never occurred to them to ask whether Mr. Issacher Roberts' interesting converts were not humbugging him, or, giving them the benefit of the doubt, whether they were fairly taken as representing the whole body of Taiping rebels. In those days had a Cantonese coolie been sufficiently drilled in his part, and sent to England to represent a converted Wang, he would not only have been fêted, caressed, and invited to speak at missionary meetings, but he might have realised a fortune under the name of subscriptions to the good cause in China, and in all probability would have married an evangelical heiress. And so it is in everything else. A missionary visiting a new district is courteously invited to rest in a tea shop, the host trusting to make a profit out of the crowd of customers brought together to see the foreigner. Forthwith we have a report of a "sweetly encouraging opening in another part of the vineyard;" the people who subscribe to such objects are stirred up to renewed activity, and a station, with a church and all its appurtenances, is established. What more is required to prove that the Chinese are eager for the gospel, and that, like the man of Macedonia, they are clamouring "Come over and help us?" But then we have the reverse of the medal. The novelty wears off, and some act of a missionary, innocent in itself, is construed into an outrage upon native custom, faith or prejudice. The mission buildings are torn down, and the inmates compelled to escape as best they may, bruised and bleeding. Then we learn that the universal feeling of the populace is against us—that the officials are urging on the people, and the government urging on the officials to oppose foreign intercourse. The one conclusion is as logical and rational as the other, and thus the acts of a few ignorant villagers are made to represent an exposition of the feeling of the entire nation from the regent to the lowest coolie. A proclamation levelled against tea frauds is issued

by the trade committee of Foochow. In it the right of foreigners not to be cheated is advocated on the most practical, sensible and selfish grounds. A meeting of foreign merchants is held, and it is "moved, seconded and unanimously agreed," that the said proclamation is entirely satisfactory. Here is a proof as clear as any of the others that we have reviewed. The old barriers are being broken down, and the Chinese are now about to treat with us on enlightened principles. A few days later, a proclamation, ascribed to the Literati, is posted on the walls of the same city, urging the people to rise and exterminate foreigners. It is now obvious that the old barriers are being reconstructed, that the "Canton policy" is being re-inaugurated, and the Chinese are relapsing into their former ways. Or, an article appears in a news paper, regretting that the people of a certain district have shewn themselves inimical to foreigners. No sooner does the statement reach the town specially referred to, than an indignant denial is forwarded to the paper by a gentleman, who almost before his ink is dry, is officially accompanying an expedition set on foot to punish his clients for doing the very thing that he denies their desire to do. And so we might multiply examples. The observers are doubtless perfectly honest in their inductions; but the fact is that, from inattention, or from attending in the wrong place, they overlook half of what they see, or else they set down much more than they see, confounding it with what they imagine or infer.

WE last week protested in these columns against the system of specie valuation which obtains at this port. We shewed that it is unaccountably tolerated in the face of modern science, which ought long since to have forced out of the field a mode of analysis only fit for antediluvian times. And we asserted that the estimate of the value of an ingot made by the *Kung ku* is a purely empirical one which differs in every case, although the circumstances be the same. If any one doubts this let him rub out the marks put on an ingot, and submit the same mass for examination after the expiration of a week. It will assuredly be found to have either improved or deteriorated by the keeping. The day is dimmer than the previous one, or the assayer chances to hit on the other end of the shoe, or he has been dining out the night before and his liver is out of order. Everything looks yellower than natural to him, and the touch stroke is no exception. The amount of copper in the ingot rises in consequence from zero to any percentage the assayer pleases, and some one—not the assayer—is the sufferer. We have our tea tasters and silk inspectors, and experts in every line of business save this. Foreign merchants do not employ these expensive functionaries as luxuries; they are absolutely necessary in order to guard against being cheated in every transaction. On the quality of tea, silk or shirtings the merchant has his own well defined and rational opinion, but on that of silver and gold he is as ignorant as if it concerned him not. Upon this important matter he yields to the unsupported opinion of a Chinaman as if it were equal to the stamp of the mint or possessed the authority of goldsmith's hall. Much more might be said on the folly of trusting the assay

of the precious metals to Chinamen, but it is hardly necessary. We have found ourselves the victims of the grossest imposition in every channel of trade that we have examined. It would indeed be strange should an enquiry into the character of the *Kung ku* reconcile the discrepancies in its estimates, and prove that the last of the institutions of the good old times is more deserving of support than the compradore system and its congeners.

It was long a puzzle to us to understand why foreign banks should acknowledge this shroffing system—why men whose occupation consists in buying and selling silver should themselves be quite unable to recognise it when presented to them. The case has actually no parallel. A tea-taster, who should be compelled through ignorance of tea to seek Chinese advice in every case before coming to a decision as to the merits of a sample, would not long retain his situation. An interpreter who should be dependent on a Chinese linguist would soon find that his interpretorial functions were at a discount. But in the case of the banks we have, we believe, discovered the explanation of this extraordinary ignorance regarding the wares they deal in. There is, in fact, no reason why they should take the trouble to examine specie so long as they can throw the expense and responsibility of shroffing it upon their customers. An ordinary example will make this clear. We will suppose that a private individual carries to a local bank a number of shoes of sycee which he has received as representing one thousand taels. The bank, as we pointed out last week, gives no receipt at the time, but sends the silver to the *Kung ku*. In a few hours the depositor is informed that the *Kung ku* values his ingots at, suppose, nine hundred and ninety five taels, and that for that sum only can credit be given. The ingots did indeed weigh one thousand taels, but owing to the impurity of the metal, as detected by the *Kung ku*, a deduction of one half per cent has been made. The silver goes into the bank vaults, and we will now suppose that a day or two afterwards, the depositor himself or any other person negotiates a loan of one thousands taels from the bank. Having settled the terms, the bank official, whether he be native or foreign, weighs out a thousand taels, it may be the identical ingots paid in a few days before. But now it represents one thousand taels, because it weighs that amount, although to the credit of the original depositor it represents nine hundred and ninety five only. Now there are only two ways in which the five taels lost by the depositor can be absorbed. They are gained either by the bank or by the bank shroff. If the former, the fact may account for the support afforded to the *Kung ku*. At any rate the depositor has lost five taels, and has been charged for a despicable assay and the expenses attendant upon it.

But we have said enough to prove the point upon which we would insist—the necessity for doing away with the present system of assay as one both unworthy of the age and worthless in its results, and the desirability of replacing it by one in which the unassailable decision of chemical science will settle questions of the highest importance which are now left to the arbitration of chance.

U. S. CONSULAR COURT.

February 9th, 1869.

Before G. F. SEWARD, Esq., and Associates.

LEA-DO v. J. H. JONES.

Claim for \$1,000.

Mr. Eames, in opening the case, stated, that though it was under the constitution of the Court described as an action of Wrong, it was more strictly an action of Trover; that he ascribed no moral wrong to the defendant, he only charged him with illegal tort; and that the whole case rested on the point, whether his conduct rendered him liable or not, which he considered it did, and quoted Chitty on Pleading, and Pickering Rep. 545, and the United States' Digest 587, as showing the harmony existing between English and American Law on the point. The learned Counsel said if he interpreted the law aright he would be able to show, not only that the money was on board, and that the defendant did, directly or indirectly, take it, but that there was no justification for the act.

LEANG-WE-SANG, clerk in the native Post office:—I am employed as bookkeeper in the post office, I remember in November giving money to a cousin of mine to put on board the steamer, the amount was \$1,350. It was contained in three parcels, one 400, one 450, and one 500. It was put on the *Hangchow* to be carried to Ningpo to a branch of the same establishment, on the 10th of the 9th month. I only got back \$500, which Le-a-do my cousin paid at Ningpo. He carried money several times before.

Cross examined.—The bags were a kind of matting, and the dollars were in parcels of 100 each. The 500 were paid in Ningpo on the 14th of the 9th month. I gave my cousin 2,700 cash for carrying it. The commission generally is two cash per dollar. It is a good way to send money. I know that the freight is 2½ per thousand. Small sums are not carried. Le-a-do was employed in the steamer as fireman. I paid Le-a-do the same as I would have paid the agents for the steamer.

LEA-DO:—I was employed as fireman on the *Hangchow*. I was employed there in November last. Leang We-sang gave me money to take to Ningpo on the 10th day of the 9th moon, amounting to \$1,350. I saw it put up in three parcels in packages of \$500, \$400, and \$450. A man named Leo Yun-tsu was with me when I received them. A coolie carried them to the steamer on a bamboo. They were first taken to a sampan and from thence to the steamer. The coolie did not go in the sampan, he and Lee Yun-tsu took them from the sampan and put them in the Engine room. They were then put into a box and put in the Tool room and Lee Yun-tsu locked them in there and took away the key. I was standing by him at the time. It was about 10 o'clock when they were put in there. At 10 o'clock on the following day I gave the key to the first assistant Engineer Lee Yun-tsu was permitted to go in that room, therefore he kept the key. The vessel arrived at Ningpo at half past 7. After the door had been locked I and Lee Yun-tsu told the first Engineer, that there was money in there, and Mr. Jones said it was his and he would not give it back. When the steamer got back to Shanghai, I and two other men asked for the dollars and Mr. Jones said he would not give them back, but would send them to the Hong. Mr. Jones also said that we would have to pay him \$10,00 each, and the head fireman become security for the money. The key was then handed back to us. The second Engineer was not there. Lee Yun-tsu opened the toolroom, and when we looked for the dollars there was only one package left. The foreigner went in as well. The package contained \$500.

Cross examined:—The dollars were done up in paper and put into three bags. They arrived at the steamer at 4 o'clock. I did not see any foreigners on the deck. The second and fourth engineers were below when he went down. I did not speak to anyone when I went on board. I never was told before not to bring dollars or packages on board. I have often carried dollars before. I have had dollars taken from me and the freight deducted from them and returned. I know there is a treasury on board. I was paid 2,700 cash for carrying the money. I have never carried anything else but dollars.

LEE-YUN-TSU, sworn:—I saw the dollars tied up in bundles of a hundred and put into bags in the Post office. I brought them to the steamer and put them into a small room, the engine room, and locked them in a small chest with a padlock. I kept the keys from

about half past three till ten o'clock on the morning of the 11th, when I gave them to the second Engineer, who wanted to get out some chalk. The steamer was then at Ningpo. She arrived between 7 and 8 o'clock. When I arrived at Ningpo I went to Mr. Jones for the key. This was about 9 o'clock and I told him I wanted to get out the dollars. The second engineer was present when I asked him. Mr. Jones said he would not give me the dollars, but that he would send them to the Custom House. I afterwards got the key from the second engineer, and found only \$500. I do not know where the remainder are.

Cross examined:—I left the dollars outside the door until arrival at Ningpo, when they were given to the post office man who came on board for them.

This finished the case for the plaintiff.

Mr. Bird in opening the case for the defence desired to make a few comments respecting the nature of the action, which was in reality, and so expressed in the petition of the plaintiff to the Court, an action of Detention for unlawful detention and not one of Trover for converting to his own use the subject of the present claim, as asserted by his learned friend Mr. Eames, the consideration of which induced him to advance the plea of justification; and even to support an action of Detention it should be clearly shown that the detention had been wrongful or injurious, and in this case there had been no evidence of such produced. He then quoted Addison on Wrongs p. 384, which was the leading authority in England on the subject, and thought, in the absence of evidence of wrongful taking away or converting to his own use, an action of detention could not be maintained; for defendant's conduct was not liable, it was mere enforcement of orders.

JAMES JONES:—I am chief Engineer of the *Hangchow* and have full charge of the Engine room. I remember starting for Ningpo on the 24th of November. On this occasion the first assistant said that the orders given were broken, as five or six bales of goods were stowed in the Engine room. I told him to lock them up. I arrived at Ningpo between 6 and 7 o'clock. I wanted some chalk and sent the first assistant to get it. When he returned he said, "fancy, the firemen say they have dollars in the store room." The plaintiff asked to take his things ashore, but made no mention of dollars. I answered no, and said if he deceived the Customs of Shanghai by smuggling he should bring them back again. I have given strict orders that no merchandise should be allowed with the Chinese employés. It was to enforce these orders I gave the refusal. I did not say the dollars belonged to me. No. I Fireman asked me also to allow him to take them. When I arrived at Shanghai I told them to take their things away and never to bring the like again," and said "you, should give me \$30 for even allowing this." I never saw the dollars until I was told that two bags of them had been lost. The bale said to contain dollars they did not take away, but left to go back again to Ningpo. There is a treasure room on board. Dollars pay freight.

Cross examined:—I did not know about the number of dollars at Ningpo. The compradore and first officer take charge and are liable for treasure and merchandise. It would be my duty to report it.

Re examined:—If I had thought that the amount was so large I should certainly have informed the Captain of it.

GEORGE WASHINGTON ANDREWS, sworn:—I remember on several occasions the firemen having dollars in opposition to orders, and I had often forbid them to take them, under pain of forfeiture of the amount smuggled.

Cross examined:—The Engineer has nothing to do with freight. I don't remember telling him about extra freight to be charged.

DEMOIDRAS SPENDING:—I am first assistant Engineer of the *Hangchow*. On the voyage to Ningpo on 24th I saw in the Engine room some packages of merchandise. I told the Engineer and he told me to lock them in the store room. They varied from 2 to 6 cubic feet in size. I was aware that there was an order against goods being allowed in the Engine room. On the morning of our arrival at Ningpo between 10 & 11 o'clock, requiring some chalk, I sent an oilman to get me some and he returned saying that there was none. I knew that there was some but found the room locked up. I got the key and took out the chalk but did not remark dollars. I looked the locker, but not the store room, which I told the store room keeper to lock. He brought me the key about one hour afterwards. I was present at the conversation between the fire-

man and defendant when the former asked permission to take the things on shore. Permission was not given, as the chief Engineer said he would put a stop to smuggling. I saw no dollars on board. On our way back the store room was open for about 45 minutes. When we arrived at Shanghai the store room was opened to let the Chinese take away their things. They then said that two bags were missing. There was a second key to open the locker which I found out on the return to Ningpo.

Cross-examined.—I first heard the amount of dollars at Shanghai.

GEORGE LOCKE, Fourth Assistant Engineer. — I remember the first Engineer calling me down and showing me two keys which opened the locker.

Mr. BURN then summed up the case for the defence, and Mr. Eames was of opinion that if his Honour would consider fully the authorities which he had cited he would see that not only an action of Trover did lie but also an action of Trespass, and that his case was clearly proven.

Judgment.

The petitioner was a fireman on board the steamer *Hangchow*, at the date of the circumstances related in the petition, and the defendant was Chief Engineer. To the petitioner was given by a native Post Office establishment at Shanghai, an amount of 1,350 Mex. Dollars, which he undertook to deliver to a corresponding office at Ningpo. The petitioner and another Chinese, also an employé in the engine department of the *Hangchow*, put the money into a locker in a store-room pertaining to the engine department. They locked this locker, one of them retaining the key. On the voyage to Ningpo the first assistant engineer found some bales of merchandise in the engine room, which had been brought there by some of the Chinese employes, clandestinely. He reported this to his chief, the defendant in this cause, and was directed to put the bales in the store-room, and lock the door, which he did. The steamer reached Ningpo at 6 or 7 o'clock in the morning. At about 10 o'clock the first assistant engineer had occasion to go to the locker. Finding it locked, he called for the key, which was produced by some one of the Chinese, who then told him there was money there. The assistant, who was in haste, got out the required article, not noticing whether there was actually any money in the place, locked it, taking the key himself, and reported the statement to his chief. Afterwards, we may presume almost immediately, application for permission to land the whole lot of stock, the merchandise and the treasure, was made to the engineer, on the part of, or for Le-ah-do, and refused. No further, or other action was taken until the steamer again arrived at Shanghai. Here the Chinese came forward, and asked to be allowed to take away their stock. This was granted, but on opening the locker only \$500 was found, and the remainder has not yet been found.

It is to be remarked that the petitioner had no right to take the money on board, that it was done clandestinely, that the store-room and locker was not a proper place for the money, and that the petitioner had no right in it, or to put the money in it, that it was in the department of the engineer, and perfectly competent for him to lock the place, that the locking did not at all interfere with the power of the petitioner to guard the money, which was as complete then as before, that the refusal to deliver the money was intended as an act of discipline, and that against that act the petitioner could at once have complained to the master of the steamer, or to the Consul at Ningpo, but did not do either.

Having in view all these circumstances, I am inclined to believe that it would be unjust to require the engineer to make good the loss which appears to have occurred.

There is, I think, reason to blame the engineer. It was his duty, I judge, to hand over the merchandise and money to be dealt with by the master. His failure to do that, however, related to his duty to his employers, and not to the petitioner, or at least, it cannot be complained of now by the petitioner.

I therefore enter Judgment, with Costs, for the Defendant.

GEO. F. SEWARD,

U.S. Consul-General, Acting Judicially.

We assent to the above—

T. F. MAGRATH, { Associates.
H. DISMORE, }

U. S. COURT OF BANKRUPTCY.

February 9th, 1869.

Before O. B. BRADFORD, Esq.

First meeting of creditors in the matter of the estate of H. A. HOLCOMB, adjudged a Bankrupt upon Creditor's petition.

The following creditors were represented: Fogg & Co., by S. D. Webb; Michel & Co., by F. Sevrance; C. H. Allen in person;

The following claims were proven: Fogg & Co., Tls. 965.72; Michel & Co., \$127; C. H. Allen, Tls. 926.50.

Mr. Cheshire was chosen as the assignee and was so appointed by the Court.

H. B. M. POLICE COURT.

February 5th, 1869.

James Franklin and Thomas Quin, two seamen belonging to the *Leander*, were charged with being drunk and incapable. It being their first offence they were cautioned and dismissed.

G. Lee, T. Jackson, and J. Johnson, belonging to the *Gabala*, were charged with continued refusal of duty. The prisoners, who only left gaol on the 28th ult., after a fortnight's imprisonment for disorderly conduct on board their ship, refused duty on Thursday, the ship being ready for sea. Having been granted permission to go and see the Consul they got drunk and were given into custody.

His Worsnip sentenced them to six weeks' imprisonment, their wages to be paid into the Consulate to cover the expenses of their keep in Jail.

A charge of assault was brought against the chief officer of the *Annie Braginton* by an ordinary seaman of the same vessel, but it seemed so frivolous that the charge was dismissed.

February 6th 1869.

Before R. A. MOWAT Esq.

George Gayin, sailor on board the *Assyrian*, was charged with being drunk and incapable. It being his first offence he was dismissed with a caution.

E. Allen and N. Shell, two seamen belonging to the *Annie Braginton*, were charged with being absent from their ship without leave and continued refusal of duty. Allen for his disrespectful conduct in Court was sent to gaol to be kept on bread and water till Monday, when he is to be brought before the Court again. Shell was sentenced to six weeks' imprisonment with hard labour and low diet, to pay the costs of summons and forfeit six days' pay.

Joseph Thompson, seaman belonging to the *Racer*—was charged with refusal of duty. The prisoner admitted the charge, but said it was consequent on the captain reducing his wages to one half what he shipped for. The captain gave evidence to the effect that the prisoner, whom he shipped last November in New, castle N. S. W. on his own representation as able seaman, was discovered to be quite unfit for his duties after being a few days at sea; that repeatedly when asked he could not tell how the ship's head was; that he could not make a common splice or even mat for chafing gear or pass a reef knot, and that he knew nothing about the lead line.

The prisoner stated that he was able seaman and had made voyages to Australia and the West India in that capacity, for which he got certificates but had lost them. He refused to return to duty, notwithstanding the representation of the Court that the Captain was bound to pay him all his wages at the expiration of the term for which he had signed unless he could satisfactorily prove that he was incapable. The captain elected to take him in the ship, and have the question of wages tried at the port of discharge. For the refusal of duty the prisoner was sentenced to 14 days' imprisonment with hard labour and to be put on board when the ship sails.

February 8th, 1869.

Before R. A. MOWAT, Esq.

Thomas Brown, Joseph Worby, Henry Gold, and Robert Anderson, seamen, were charged with being drunk and incapable. It being their first offence they were dismissed with a caution.

Alfred Smart, an inmate of the Sailor's Home, was charged with being drunk and incapable. It not being his first offence he was sentenced to 14 days' imprisonment.

Allen, the seamen belonging to the *Annie Bragington*, who on the 6th inst. was up on the charge of refusal of duty and was sent to goal on low diet for his disrespectful demeanour in Court, was brought up for sentence and was sent to goal for 6 weeks on low diet and hard labour and to forfeit 6 days' pay.

Isaac Jones, belonging to the *Diomed*, was charged by Sing-ah-ho a native boot-maker with assault. The complainant stated that prisoner entered his shop the previous day and chose a pair of boots, for which he asked \$4.50. He did not pay but struck complainant, on the nose when he asked for the money. an entirely different version of the affair being given by another witness, the case was dismissed.

February 9th 1869.

Before R. A. Mowat, Esq.

J. Holly and J. Smith, seamen belonging to the *W. G. Russell*, were charged by the Captain with drunkenness and disorderly conduct on board the ship, which necessitated their being put in irons.

The prisoners were sentenced to 14 days' imprisonment with hard labour.

W. Rowan, belonging to the *Naiad*, was charged by the Captain with broaching cargo to the extent of two bags of sugar and two baskets of oranges.

The prisoner was ordered to forfeit \$11 to the ship and to be imprisoned for 4 weeks.

February 10th, 1869.

Before R. A. Mowat, Esq.

Captain Oates, of the *Northfleet*, charged his Steward with broaching ship's cargo and stores. From the evidence of the prosecutor it seems that several things had disappeared in a most unaccountable manner, commencing soon after the ship left London; that on the 9th September he found the prisoner drinking a bottle of porter, which, on seeing witness he endeavoured to conceal. On being accused prisoner acknowledged the theft, saying he took one from the locker; a search was then instituted and in his chest was found a bottle of sherry of a different brand from that of the ship's stores; the case from which the bottle was taken was empty with the exception of one bottle; the case of porter also only contained one whole bottle; it was a four dozen case; the case of sherry was a dozen case. Claims for short delivery of cargo have been sent in to the consignees to the amount of Taels 7.50 for the case of sherry, and \$12 for case of porter.

His Worship, considered that it was a gross case of theft by a man in a situation of trust, and the reliance and confidence placed in him by his employer had been taken advantage of to make away with his property. He would sentence the prisoner to pay Taels 5.63 and \$6, three-fourths and half respectively of the claims sent to the consignees, and to be imprisoned for 8 weeks with hard labour.

LETTER FROM THE CHAMBER OF COMMERCE ON NEW PORTS.

SHANGHAI GENERAL CHAMBER OF COMMERCE,

SHANGHAI, February 1st, 1869.

SIR,—I have the honor to acknowledge your communication of the 30th ultimo, covering despatch from H. E. Sir Rutherford Alcock, to H. M. Consul at Amoy, Mr. W. H. Pedder, in which H. E. asks for an expression of opinion from this Chamber upon certain very important points likely to be raised in the revision of the Treaty of Tientsin.

I have on the part of the Chamber to reply; and in doing so, to remark that it is gratifying to find that the difficulties in the way of opening up this vast country are at last being fairly grappled with, and to assure H. E. Sir R. Alcock, through you, that if in any possible way, by practical suggestions, this Chamber can assist in the solution of the difficult problems at issue, it will readily do so, not in a spirit of seeking unlimited concession from the Chinese, but in the practical way which the opinion of its Members indicate as fair to the Foreigner and the Native.

H. E. requests further information on the question of subsidiary Ports, more especially alluding to the Amoy Memorial on the subject, and gives his views as to subsidiary Ports on the Yangtze, and further states that the Chinese have it in contemplation to open the Inland waters within the limits of any Custom's district, to foreign owned vessels not propelled by steam.

Opinion that Ports should be opened.—This Chamber desires to express its decided opinion, that the ports named by H. E. on the coast and rivers should be opened to foreign trade, on the principle that commercial intercourse between Foreigners and Chinese, should be facilitated and encouraged by all available means. *Selection.*—But if it be deemed necessary, as H. E. intimates, that a Consular and Customs establishment be placed at every port so opened, then it rests with the foreign governments, having a due regard to the expense to be incurred by such establishments, to select such ports as promise an adequate return in the way of increased trade, and the consequent benefit to the population of the various countries interested. The Chamber conceives it to be its province to indicate the relative merits of these ports, and furnish the Minister with information which may assist him in forming a judgment.

Wenchow.—Of the ports named by H. E. there can be no question about Wenchow having the first claim to attention. Situated on a navigable river, having a depth of water of 17 feet within 3 miles of the town, and 12 feet at low water at the town, and an entrance easily navigable by steamers, this port is most advantageously situated to become a centre of foreign trade. The existing trade of the place is known to be large, and an active business in Alum and other articles was carried on by foreigners some years ago, which was only stopped by the Customs regulations.

Its proximity to several important Tea districts would render Wenchow the most convenient shipping port for a large quantity of Tea which now finds its way by indirect and lengthened lines of transit to Foochow and Ningpo. Native Cottons are imported largely into Wenchow, and the traffic in various other native products is very extensive; and a considerable trade in Foreign imported goods would doubtless spring up if the port were opened to Foreign vessels. And the trade in fruit, which only awaits the aid of rapid communication by steam to become at certain seasons an important item in the business of the place, ought not to be overlooked—considering the new sources of wealth it would open up for the cultivators, and the benefits it would confer on the population of Keangsoo.

Tai-chow.—The port of Tai-chow is in the opinion of this Chamber of less importance, and as it is distant from Wenchow only 60 miles, it is improbable that both places could flourish as ports of entry, and therefore, if selections are to be made, the Chamber would urge the claims of Wenchow in preference to Tai-chow.

Ta ku shan.—Ta-ku-shan, the Chamber is informed, is a convenient channel for the trade of Corea, and part of Manchuria, and if opened to foreign vessels would facilitate the transport to various inland market of merchandize, which at present has to follow circuitous routes, via Newchwang. It possesses moreover an independent trade of its own in pulse and other products, second only to that of Newchwang, and both Cotton and Woollen fabrics of foreign manufacture are imported, as well as Nankeen Cloths, Opium and Metals. From the geographical position of this port, however, H. E. has probably more reliable materials for arriving at a conclusion in regard to it than any with which the Chamber can furnish him.

Southern Ports.—The other places named by H. E. viz:—Kipchi, Shintung, and Aak-hoi may be considered beyond the sphere of this Chamber's knowledge or interest, and are therefore left to be reported on by the residents of the Southern ports of China.

Kiangchow, Wei-hei harbour.—It has likewise been suggested that a port on the south of the Shanghai Promontory would be a useful addition. The harbour of Wei-lwei is reported to be a better one than that of Chefoo, and would be a great advantage as a port of refuge, besides being conveniently situated as regards various lines of commerce into the interior of Shanghai Province.

River Ports.—But while the Chamber is thus sparing in recommending the opening of new ports on the sea-board, it cannot feel the same hesitation in urging very extensive additions to the foreign trading stations on the river Yang-tze, and the inner waters generally. The economical or prudential considerations which are assumed to have great weight as regards the coast ports do not apply in anything like the same degree to inland places, because efficient supervision by Customs and Consular establishments is there attainable

at a minimum of cost. The foreign vessel that enters the inner waters becomes a hostage, so to speak, for her proper observance of government regulations; and the facility of locomotion on rivers or canals, would place extensive districts completely under the control of a very small staff of government officers.

Subsidiary Ports.—The Chamber therefore learns with great satisfaction, that it is in contemplation to establish certain subsidiary ports on the Yangtze as landing places for cargo and passengers. *Ngan-king.*—The city of Ngan-king, though not known to be a centre of great trade, is the only town on the left bank of the river between Kiukiang and Chinkiang, and being moreover the capital of a province, it will doubtless be a convenience to the Imperial government to make it a place of call for steamers.

Wuhu.—Wuhu, an outlet for the Taeping Tea districts, and connected by good water communication with a large and important tract of country, needs nothing more to recommend it as one of the proposed experimental ports on the river.

Tatung.—Ta-tung is known to be a feeder for a large extent of country on the south bank of the river, and it also enjoys the peculiar advantage of commanding a navigable river or canal on the north bank. It is thus well situated for a landing place whence goods would be forwarded into the interior. There are also some Silk districts in the neighbourhood.

Kiang Yin.—The Chamber would propose in addition, that some port be opened on the Yangtze between Shanghai and Chinkiang, to facilitate trade with the populous region lying between that part of the river and the sea. Kiang-yin would appear to recommend itself from its position at the junction of several water courses.

Yochow.—The proposed opening of Yo-chow (on the Tungting lake) also calls for the unqualified approval of the Chamber, as, if it possessed no other merit, it is at least a step in advance of our present outposts, and one stage nearer to the only ultimate solution of all these questions, the opening of the whole country. A depot 130 miles higher up the Yangtze than the highest point open at present is an object of no slight importance. It is 130 miles nearer to the great emporia of Szechuen, the producing districts of Hunan, and the consuming marts of Siangtan, Changsha, and others lying to the south of the Tungting lake. But it should be kept in view that Yo-chow has no pretensions to be itself a centre of trade.

Inland Navigation.—Intimately connected with the extension of Ports of entry on the Great River is that of the right of navigation of the inner waters generally. After the discussion on this subject that took place in 1866 between this Chamber and Sir R. Alcock, it is unnecessary to say that the Chamber and the whole community of Shanghai and other places look forward to the full permission of the Chinese Government, being granted to Foreigners to travel freely "for their pleasure or for purposes of trade to all parts of the interior," as a right which has been withheld from temporary causes; but the Chamber is deeply disappointed to find that this freedom of locomotion is only proposed to be granted under certain almost prohibitory restrictions. **Prohibition of Steam.**—The limitation of the privilege to boats "not propelled by steam" the Chamber conceives to be fatal to the development of trade, which is the primary object of the revision of the Treaty. In an age when the only question ought to be between steamers and railways, it seems almost humiliating that Foreigners, accustomed to the speed and luxury of travelling in other countries, should still in China be suing for permission to transport their goods by the time-consuming process of boats worked by manual power. The Chamber is at a loss to conceive why the Chinese Government, having the demonstration before its eyes of the advantage of steam communication on the coast and the River Yangtze, should still wish to deny the trading population the facilities which every other commercial nation enjoys. It is too evident to require argument, that every other concession bearing on the privilege of travelling, residence and trade in the interior of China will be almost neutralized if Foreigners are debarred from employing steam boats as their means of conveyance. And it seems also to the Chamber to admit of no doubt that by the introduction of steamers the Chinese Government would possess a greater security against infractions of its regulations, breaches of the peace, and all those evils which are presumably objects of apprehension than it would if steam were forbidden. The

owner of a costly steam-boat would be far less likely to expose himself to the risk of delay or of penalties of any kind which would follow the neglect of established rules than the petty adventurer whose capital was invested in a common sailing boat. Steamers on the coast have done much to decrease piracy, and steamers on the Yangtze have almost annihilated it. If the Chinese Government were not aware of these things there might be hope of its views being modified by reasons and facts. But the prohibition of the use of modern scientific appliances to the machinery of transport and locomotion in China, is but too suspicious a symptom of the old exclusive policy of this Government. The Chamber is convinced that this is one of the most important points to be overcome in the revised Treaty; that the removal of the proposed restriction will be productive of incalculable advantage to Foreigners, and great prosperity to the native traders and people generally; and that H. E. should use his most strenuous endeavours, while such favourable opportunity offers, to secure for his countryman the right of using steam both in travelling and in the transport of merchandise.

If the Chamber limited itself to a mere reply to H. E.'s communication, it might stop here; but on such an important occasion as the present, when the conditions of foreign trade and general relations with China are on the eve of being fixed for ten years to come, the Chamber craves permission to express its convictions on points not noticed in H. E.'s despatch, but which materially affect the interests of all foreign nations.

Whole country to be opened.—The Chamber desires once more to place on record its opinion that the chief places of trade in China, and the mineral resources of the country should be thrown open to the capital and mechanical skill of Europe and America; and while in the present communication the Chamber has accommodated itself to the terms of Sir Rutherford Alcock's Despatch, in particularizing certain ports and places, this is not to be held as a surrender of its claim for complete freedom of commercial intercourse with every part of China. The Chamber is persuaded that a comprehensive measure framed for that end, and guarded by precautionary regulations, would neither entail damage nor inconvenience to the Chinese authorities, nor would it be productive of undue expense to foreign governments; but on the contrary, would be the surest guarantee against the lawlessness, the best antidote to insurrection, and a boon to very large numbers of the Chinese population. A comparison between the appearance of the river Yangtze, and the condition of the cities on its banks, as they were seen eight years ago, before the admission of foreign steamers, with the present aspect of affairs is as conclusive evidence as can well be that the opening of the country to foreigners is an unmixed benefit to the Chinese.

Szechuen, Chungking.—The Chamber, therefore, makes no further apology for taking up the list of inland marts where Sir Rutherford Alcock leaves off; and they would first point attention to the vast productive and commercial region of Szechuen, from which foreign trade is almost entirely cut off. In the order of importance among the trading towns on the banks of the upper Yangtze, *Chun-king* stands pre-eminent as an enormous distributing centre. Situated in the heart of a rich country, at a distance of 720 miles from our present most inland station, Hankow, and commanding the commercial channels from Kwei-chow, Yunnan and Kansu, it circulates in every direction foreign goods of various kinds, Silver, Gold, Copper, Tin, Lead, Coal, Wax, Silk and Hemp, and is a purely commercial town, containing half a million of people. The opening of such a mart as that to foreign trade would, in the opinion of the Chamber, create a demand for English manufactures which would amply repay any trouble, risk, or expense entailed on the government in making it a port of trade.

Bathang.—The Chamber would also suggest in connection with the opening of Chung-king and Szechuen that the frontier town of Bathang would be eminently desirable as a station or town that should be free to foreigners to reside in, having in view its ultimately being on the highway to India, from which it is distant only 10 days journey, and further considering the importance H. M.'s Government have lately attached to the opening of a route to central Asia in that direction.

Wan (hien,) Kweichow, I-chang, Sha-sz.—Following the downward course of the Great River, and passing over the minor commercial stations of Wau (lien),

Kwei-chow, and several others, about which little definite information is to be obtained, the next important place is I-chang, 360 miles from Hankow. The present commercial importance of I-chang is inconsiderable, the trading centre being Sha-sz, 76 miles lower down the River; yet as the highest point on the Great River to which the large steamers now running on the river could reach, it should be opened provisionally to foreign trade, that is until some more convenient station be found. All authorities seem to agree as to the navigability of the river up to I-chang; and all equally agree on the impossibility of any steamer, unless built specially for the work, ascending the rapids between I-chang and Chun-king; but the practicability of overcoming these obstacles by mechanical contrivances must necessarily be left for future investigation.

Hunan, River Seng, Sing-tan.—Leaving the Yang-tze, there is another very important water route which the Chamber would point out, leading through the rich province of Hunan, and to districts productive of Tea, Coal, Iron, Timber, Corn and Oil. The Seng river, running through the Tungting lake, is said to be navigable by steamers for 300 miles from Yohchow. The town of Sing-tan on this river is well known as a vast emporium of trade, and a distributing centre for foreign manufactured goods. This town is one which the Chamber would urge should be selected as a depot for foreign trade, probably, for the Chamber is informed that the irregular barrier levies which are so prohibitory to foreign trade in other districts do not prevail there, and therefore the advantages to be derived from the opening of the port would be almost confined to the substitution of steam conveyance for that of native boats.

River Han, Fan-ching, Seang-yang, Laon Ho-kow.—The next important line of water communication is the river Han, which forms the main channel of a large portion of Honan, Shensi and Hupeh. The emporia of Fan-ching, adjoining the city of Seang-yang, nearly 400 miles above Hankow, and Laon-ho-kow, 50 miles higher up, are described by travellers as very extensive, and the boat traffic generally on the Han is very great. It is a remarkable fact that few foreign goods find their way from Hankow up the river Han, but the Chamber is not in a position to furnish an explanation of this circumstance. With regard to the commercial capacities of this route, as well as the upper Yang-tze and the river Seng, the Chamber feels that more accurate information is needed, before any final decision is taken. *Commission to examine.*—For this purpose it would seem that a commission to examine and report on these subjects would render a very valuable service.

The navigation by small steamers of the Poyang lake has been so fully treated of in the Memorial addressed to His Excellency by the merchants at Kiukiang, dated 2nd July 1867, that this Chamber has only to add its own opinion to that of the community of Kiukiang in favor of the opening of the routes to Wochin, Shuy Hung and other places where steam can be effectively introduced. The port of Kiukiang would be a convenient point from which supervision over the movements of foreign vessels in the Poyang lake could be maintained.

Regulations.—Which of the ports and places thus enumerated would be classed among the new ports of entry or registry, and which would be considered as subsidiary to some larger centre, would be decided according to the exigencies of each case. The Chamber is of opinion that Consular and Customs establishments would only be required at a few of the principal places on the river; that the inner waters, more strictly so called, might be traversed by foreign steamers taking their departure from a Consular port, where they might be called on to lodge heavy securities for their due observance of such regulations as it might be found necessary to establish; and they might be required to repair to their port of registry at stated intervals. As at the outset the new ports would be inconsiderable in importance it would not be necessary to erect permanent establishments until experience shewed where they would be wanted. The experience of former occasions would prevent both governments and individual merchants from sinking money in establishments until the expenditure was warranted by the growing trade of the particular port.

The general question of "Inland Navigation" by small steamers was fully discussed in the Memorial which this Chamber addressed to H. E. in October 1867, and of which an extract is appended.

The Chamber would only now add that the routes and districts within which it would be desirable to grant the permission should be determined from time to time according to information acquired. At present the Grand Canal between Hangchow and Chinkiang, and the whole water system of which it is a part should be opened to steamers of proper construction, and under proper restrictions. The Grand Canal also to the north of Chinkiang as far as least as Tai-kiang-pu should be included in the concession now.

Residence in the Interior.—The right of residence in the interior has at various times been argued, and on this subject also an extract from the Memorial of October 1867 is appended. The Chamber is more than ever convinced of the wisdom of this demand, and feels that it cannot impress too strongly on H. E. the necessity of urging this point on the Peking government. Russian merchants live in the interior on friendly terms with the Chinese, and under the protection of their own government; and if on no better plea than that of the favored nation clause, the privilege accorded to Russian subjects may surely be demanded on behalf of other nationals. There would be no chance of large settlements being founded in any inland town; Foreign merchants cannot compete with natives of China on their own ground, and therefore large foreign communities could not be supported in the interior. There is nothing therefore for the Chinese government to fear.

Since the suppression of the Rebellion, the Chinese authorities cannot but have seen the mistake in their ideas as to the conduct of Foreigners resident in this country, and the representatives of Foreigners, also, must be aware that the old supposition of Foreigners contemning Native authority, and of "Rowdies" wandering over the country, are purely imaginary. Foreigners are as a fact trading in the most peaceful way, and even under exasperating circumstances subjecting themselves to law and order, in a remarkable manner.

It would be well that this example of the past few years should be thoroughly impressed on the Chinese. The desire of trade is alone sufficient to make all Foreigners—in every rank of life—respect the customs of the Chinese, and the authority of their rulers, wherever they come in contact; and it may be laid down as an axiom, that the same desire would make it a more prevailing necessity were the country freely opened.

Coal Mines.—The question of the general development of the vast mineral resources of the empire may be deemed too comprehensive to be discussed in the present communication; but as cheap fuel is an essential element in the success of steam-boat enterprise, which it is the desire of the Chamber to promote, the free opening of the various Coal Mines to foreign competition seems to be a legitimate object for the Chamber's solicitation. It is true that in many parts of China, Coal and other mines are already worked; but it is under the enormous disadvantages of want of skill of cheap transport, and of the mechanical appliances which can only be provided by foreigners, and by which means alone native Coal can be made to compete with the product of other countries, which has to be carried 16,000 miles to the China markets. The Chamber need not dilate on the stimulus to native industry, and the material benefits which the Chinese people would derive from the free permission to foreigners to hold land, and do all that is necessary to utilise the vast wealth which is latent in the Coal-fields. In pointing out the heavy burden which expensive fuel at present lays on steam-boat enterprise, the Chamber have furnished all the argument that is necessary to support its request that foreign capital and skill should be permitted to be employed in the Coal-fields in China.

Transit Dues.—But perhaps the most important question of all in connection with the revision of the Treaties, is that of "Transit Dues," and while referring to the remarks of the Chamber in the Memorial of 1867 on the subject, it may be well to reiterate that the principle on which this should be decided is, that the 2½ per cent, or whatever charge may be agreed upon, to be charged in the shape of Transit Dues, shall not be paid into the Imperial Treasury, but shall be handed over to, or collected by the provincial authorities at the place of shipment or discharge. These latter are held responsible for the due administration of their governments, and must raise a revenue. And in cases where goods pass through more than one province, a method of dividing the amount of duty be-

tween the different authorities represented might be devised.

In the few districts where transit passes are admitted to cover foreign-owned goods, the foreigner has to accompany them by himself or by his Agents, and furnish evidence of ownership. This is attended with inconvenience, and it would be more in accordance with the spirit and intention of the Treaty to consider all goods of foreign import, by whomsoever owned, as covered by the Transit pass. This privilege is expressly stipulated for in Article 10 of the Treaty of Nanking which was confirmed by that of Tientsin; and though the Chamber is not sanguine enough to hope that the right thereby acquired can be easily put in practice, the broad assertion of the principle would be of use in providing against disputes.

Conclusion.—In conclusion, the Chamber would beg H. E. to explain clearly to the Chinese government, the objects the foreign communities have in view in seeking free access to the interior. It seems that the government labours under considerable misapprehension on this point. It is surely unnecessary to repeat that a body of Foreign merchants are not likely to be animated by feelings of hostility or aggression towards the people or government of China. On the contrary their great desire is to see the government strengthened to maintain order, and the people enriched that they may become good customers. That, in plain terms, is the mercantile view of the question. Foreigners are convinced that the difficulty of transport, and the irregular or excessive inland taxation on merchandise prevent foreign goods from penetrating far into the interior, depriving the Chinese people of the opportunity of purchasing articles of use at a cheap rate, and excluding foreign manufactures from a vast and legitimate field of enterprise. Thus both peoples suffer by the existing restrictions, and both would therefore gain by the remedial measures, which this Chamber has now once more taken upon itself to advocate.

I have the honour to be,

Sir,

Your most obedient Servant,

F. PORTER,
Chairman.

W. H. MEDHURST, Esq.,
H. B. M. Consul,
&c. &c., &c.

DEATH.—At Shanghai, on 9th February, 1869, H. D. M.'s Acting Vice Consul, GEORGE BECK, Esq., aged 32 years.

NEWS OF THE WEEK.

Since our last there have been no further telegrams from Home by way of Galle, but the following, via San Francisco, though of an earlier date than those by the English Mail, are new.

New York, 31st December.—A movement is on foot favourable to the annexation of Cuba to Mexico.

London, 3rd January 1869.—The Conference on the Eastern difficulty will meet at Paris on the 9th January. It is said that should the deliberations prove abortive Russia will demand the non-interference of European powers in the quarrel between Greece and Turkey. Admiral Hobart Pasha has demanded the surrender of the Greek steamer *Erosis*. War is considered inevitable at Athens.

New York, 2nd January.—The following is the *Herald's* cable special: Mr. Burlingame and Lord Clarendon, the new British Foreign Minister, had an interview to-day, wherein they agreed upon the principles of the future British policy to be adopted towards China. Lord Clarendon, in reviewing the former conversations, fully acknowledged the propriety and justice of several points which Mr. Burlingame advanced in reference to the policy which he deemed desirable that England should pursue. Mr. Burlingame held that the objects of the present mission showed evident signs of progress, and by no means evinced a retrograde disposition on the part of the Chinese Government. He also deprecated the practice of the Western Powers of using unfriendly pressure to introduce new systems or new ideas among the people whose knowledge of foreign affairs is of recent origin, because such repressive policy would tend to revolution and repress progress, whereas the Chinese Government fully admitted the necessity of progress, and desired to encourage it

gradually without sudden shock to the feelings, passions or prejudices of the people. Lord Clarendon, in reply, fully admitted that the Chinese were entitled to forbearance from foreign nations, and assured Mr. Burlingame that England did not desire or intend to apply any unfriendly pressure in order to induce China to advance more rapidly in intercourse with foreign nations than was consistent with the safety and feelings of the Chinese people. The following articles were then agreed to between Lord Clarendon and Mr. Burlingame: First, it is necessary to observe loyalty in all stipulations; second, all negotiations should be conducted with the Central Government, not with local authorities; third, before inaugurating hostility, all disputes should be referred to the Home Government. Lord Clarendon has issued instructions to the British agents in China to act in accordance with the spirit and object of the above, and to explain, moreover, to certain British subjects to pay due respect, not only to the laws of China, but also to respect the usages and feelings of the Chinese people. These points settled, the general principles of the American treaty were discussed. Lord Clarendon considered them kindly, and agreed that they should form the subject of future negotiations. Having established the basis for British policy, Mr. Burlingame proceeds to Paris to-morrow, and returns to England on the reassembling of Parliament, to complete the object of his mission.

New York, 3rd January.—Paris despatches report that several French Iron Clads are preparing for sea.

London, 2nd January.—The Directors of the Bank of Overend, Gurney and Co. have been arrested and held to bail on a charge of fraud.

3rd January.—It is believed that the provisional Government contemplates a coup d'Etat in favour of placing Montpensier on the throne as soon as the citizens of Malaga are disarmed, and before the Cortes can assemble. Serrano and Roda support and Prim opposes the movement. The insurgents at Malaga lost 400 killed and 60 prisoners.

Paris, 3rd January.—Mr. Burlingame and the Chinese Embassy have arrived at Paris.

Of local news we have as usual during the New Year Holidays almost nothing to record. We reprint from the *Daily Press* their correspondent's account of what we trust will be the conclusion of the Swatow affair.

"The lesson is taught; submission made: and it is to be hoped the sword is finally sheathed. The Commodore arrived on Thursday, with the *Rinaldo*, *Perseus*, and *Bouncer*, and on Friday morning, at daylight, we were off; the Marines, about 160, under Captain Hall, the Blue Jackets under Captain Stevenson, the boats under Lord Scott, and the field pieces under Captain McHardy, R.N., altogether about 450 men, the Commodore, accompanied by Capt. Sim, R.N., Lieutenant Gardner, and Mr. Alabaster, H.B.M. Acting Consul, going up in command. On arrival at Tongtung, the first of the offending villages, the Marines, who had marched up, were drawn up, and two pieces landed. A man came out, "chin-chinned," but immediately disappeared again, so that Mr. Alabaster, who went out to meet him, was unable to speak to him. When the Marines had approached to within a short distance of the village, the natives opened fire upon them, and negotiation was afterwards of course impossible. The village was forthwith taken, the retreating braves being followed up into and through the adjoining one, Captain Stevens in the meantime engaging and driving off the fellows to the left. Having advanced a mile or more, no one but an old woman (carefully sent out by the wretches as cover) came within range, and we returned to the boats after setting the village on fire. It might have been supposed that this would be sufficient to shew the braves the folly of resistance, but such was not the case. When, later on, the party advanced towards Outingpin, a large town, the men of which had headed the attack on the *Cockchafer's* boats, they actually came out with flags flying and matchlocks popping, to attack us again, so we went on; and, sparing a village which had had the sense to keep quiet, we very soon got either over the wall or through the gates and sent the fellows flying. After thoroughly burning this village, there being no more enemies to meet, we returned, and next morning the elders came down to beg for mercy, which was at once accorded.

There was no real fighting, the Sniders making near approach impossible; but we had a few casualties in the streets, and a couple of stink-pots fell uncomfortably enough among a party of us headed by the Commodore, as we were getting in at one of the gates, fortunately doing no serious damage. The Chinese gunboat arrived at Swatow during the fight, and the captain with his boat's crew came up to offer the assistance of one rifle. The Taotai did not appear on the scene, but "the day after the Fair" wrote to say he was coming, and begged everything might wait.

I do not think there was any great loss of life, the long range of the Sniders frightening the braves before they were near enough to the steady marks; and it is no doubt a subject for congratulation, as the lesson given will be quite sufficient. When we went up, the Swatow people laughed, saying that no one of us would come back, and the intervening villages were all prepared to join against us if we got a check, which as the gunboats could not go up, was confidently expected. On our return, all the arrogance and bluster had disappeared; and the Swatow people now shake their heads; with an *Ai-yah le-hai*—"very, very dreadful"—when they speak of foreigners. The fact, is the eighteen villages resisted Koxinga, the conqueror of Formosa, successfully, and have ever since fancied themselves invincible, and it is probably a saving to themselves that their error has been dispelled.

In addition to the interesting account of the recent operations at Swatow, given by a correspondent in today's issue, *H.M.S. Perseus*, which arrived yesterday, brings further news of the Commodore's operations with the natives of that Port. When the *Perseus* left everything was quiet, but from the intentions of Commodore Jones, it was anticipated that there would be further hostilities. After the late punishment the Chinese villagers have received, Commodore Jones determined to go up the river in his boat. However, the Taotai persuaded him with some difficulty not to go on the 1st inst., saying, that he himself would hardly trust himself up the river. The progress of these communications between the Taotai and the Commodore occupied the first day, but on the 2nd instant, the day the *Perseus* left, the Commodore had determined to go up the river, and take the Taotai to him, although it is almost sure that they will be fired upon by the villages. In the event of this happening, there will undoubtedly be further punishment inflicted on the natives of the offending villages. Admiral Keppel had arrived at Swatow, and left for Foochow. There are at present at Swatow, *H.B.M. Rinaldo*, and gunboats *Cockchafer*, *Bouncer*, and *Janus*. This latter gunboat arrived in Swatow just as the *Perseus* was leaving, but did not bring any news from Foochow.

We regret to have to record the sudden death of Mr. George Beck, Vice Consul for Denmark, a gentleman much respected by the community. He was found on the morning of the 9th dead in his cabin on board the *China*, in which he was about to proceed to Hong-kong.

Several changes are about to take place in the various Consular services. Le Viscomte Brenier de Montmorand, H. I. M. Consul General, will leave by the French mail next month, M. Dillon taking charge until the return from home of M. Dabrey. Mr. Tattenborn, Prussian Consul General, will also, we understand, leave shortly for Europe. M. Simon, French Consul at Ningpo has been transferred to Foochow. By the last French mail Mr. Lorenza Vignale arrived as Consul General for Italy.

Mr. Nöetzli, Deputy Commissioner of Customs here, and one of our most talented amateur actors, leaves shortly on a visit to Europe.

A meeting of the Asiatic Society took place on the 19th inst., when Mr. Ney Elias read an account of his survey of the Yellow River. As we have already given the main facts brought to light by Mr. Elias's expedition, and the paper will doubtless be published in the Society's Journal, it is unnecessary to give a resumé here. Mr. Goodwin also read in English from the French MS. the continuation of M. Simon's paper on Geological research in China. The remainder of

the paper will be given at a future meeting.

The usual monthly meeting of the Municipal Council was held on the 9th inst., when the Public Works Committee presented their report. Messrs. Seward, Medhurst and Vicomte Brenier de Montmorand have agreed to "act as a committee to procure from H. E. the Taotai the remission of taxes on lands taken up for outside roads, aid in keeping them in repair, and protection from encroachments and other injury."

A statement of the number of burials which took place in the different cemeteries in 1868, contains some interesting statistics. The total number for the year is given as eighty nine, of which 24 were buried in Catholic and Jewish, 4 in the old, 15 in the new, and 46 in the Pootung Cemeteries. Of the 65 thus buried under Municipal control 57 were men, 1 woman, 2 male and 5 female children.

Information has been received from Szechuen of the murder of a French Missionary, who was attacked at the altar in his chapel and after his hands and feet had been cut off, was finally beheaded.

We are informed that the Bishop of Victoria has issued the prospectus of a scheme for an Orphanage, which it is proposed to open for the reception of Eurasian children.

We understand that four steamers are engaged full for Tientsin and will leave about the 25th inst.

A correspondent of the *Recorder* brings to notice that the memorial on Foreign relations recently sent by Tseng to the Throne was not drawn up by him as Governor General, but as first native Chinese Minister to the crown, a post to which he has been recently appointed; and, consequently, he was only performing one of the ordinary duties of his office.

The *N. C. Daily News* gives the following amusing instance of the extraordinary things that are sometimes done under the name of charity.

"The Report on the position of the Society for the Blind, which we published on Saturday, acknowledged the receipt of some books in raised type for the use of the inmates of the Home. A copy has been sent us for inspection, of which we can only say that it is a reprint, in the simple characters invented for the use of the blind, of a rendering of the "Sermon on the Mount," in Roman letters. Whether the Chinese manage to understand it or not, we cannot say. But if the feat has been accomplished, of rendering the "Sermon on the Mount" into Chinese, into the Shanghai dialect, spelt in Roman letters, and again into the new blind alphabet—the sense of the original being still accurately retained—we must regard the quadruple transmutation as singularly creditable to all concerned." The report states that only one of the inmates has as yet attempted to learn, but more will be instructed soon. We pity the instructor.

The *Evening Express* hears that Mr. Thomas Falls, Superintendent of Kao-chaong miaou Arsenal, and his three Senior Assistants, Messrs. Stevenson (Draftsman) McIlwrath and Rolls (Engineers) have received from the Regency of Peking Letters patent conveying high rank in the Imperial Service;—though the exact grades we have not yet been able to learn. To show his own sense of Mr. Falls's ability, the mandarin in charge of the Arsenal gave him as an accompaniment to the papers, the cap forming part of the insignia,—a fur and satin arrangement with blue crystal button, and peacock's feather—together with a highly complimentary letter, in which he is requested to look on the offering as purely *pour la merite*.

The San Francisco correspondent of *Daily News* under date of 3rd Jany. referring to the newly opened silver mines on the Pacific coast, says:—

"The attraction to the White Pine silver districts increases, and is likely to increase as spring approaches. Notwithstanding the inclemency of the season, over 3,000 people are already there; and the daily production of ore amounts to 300 tons of an average value estimated at from \$200 to \$500 per ton. A customs mill man says he has worked ore from 35 different mines; and only 2 lots out of the 35 yielded less than \$150 per ton.

"One company, the Eberhardt, have worked 700 tons, which assayed \$1,000 and yielded \$850 per ton. They have 600 tons of ore on the dump and at the mill, and 600 more in sight, so they are pretty sure of at least \$1,500,000, although they have not yet got deeper than 40 feet, nor reached their Eastern or Western limits. Mineral deposits in Limestone are generally of small extent, but those at the White Pine are an exception in this respect. The Chañarcillo mines in Chile, and the Guarisamey in Mexico, are of the same nature. The former has yielded \$60,000,000 in 36 years; and the latter 55,000,000 in 25 years. White Pine is not unlikely to eclipse them both, and, with the Railway, will work wonders for the Pacific Coast."

The following passengers have arrived in Shanghai since our last: per *Prince Kung*, from Foochow, Feb. 7th, Dr. Coghill; per *Erl King*, from Hongkong, 8th, Messrs. Purdon, Mackenzie, Read, and Roberts; per *Niger*, from London, 10th, Miss Potts; per *United Service*, from Nagasaki, 13th, Messrs. Glover, Waters, Tracey and Watchells; per *Oriassa*, from Nagasaki, Mr. Woodward; per *Costa Rica*, from San Francisco, Mr. T. F. Lyons; from Yokohama, Mr. H. H. Hatton, 9 in the Steerage, and 2 Chinese; from Hiogo, Mr. and Mrs. Twombly, Messrs J. W. Hart, E. A. Reynolds, Blydenburgh, 9 in the Steerage, and 2 Chinese; from Nagasaki, Mr. and Mrs. Stranger, Messrs D. Moss, N. Bounard and 3 in the Steerage. The following have departed: February 10th, per *Diomed*, for London, Mr. and Mrs. Aitken and children, Mr. and Mrs. Moules and children, Mrs. Jamieson and child, Mr. Smith and children and Mr. C.W. Hudson; for Hongkong, Messrs. Jones, Dickie and Jamieson; per *Erl King*, for Hongkong, Mr. and Mrs. Tokmakoff, Messrs. A. Oberin, H. S. Geary, J. M. Nixon, J. S. Robison, Leman, Mills and T. Mercer; per *Anita*, from Hakodadi, 15th Mr. Thompson; to depart per *Ganges*, for Marseilles, Messrs. Watson and Newbry; for Southampton, Captain Drage; for Hongkong, Mr. and Mrs. Barnes.

CHEFOO.—The following is from the *Recorder's* correspondent—

"The weather here since I last wrote you has been all that could be desired, though perhaps too fine, as the crops would be all the better for a little rain. The men who robbed the *Amur*, I am sorry to say, have not yet been caught. Since that vessel left all hope of catching them has been given up. The diggers are leaving Chefoo by every available chance; a great many have fallen upon the hands of the Consul, and have been sent out of the place, and glad the community were to get rid of them; as they were a worthless lot. The greater part of the men who came to Chefoo seeking for gold, evidently expected to be able to pick it out of the ground with their hands, as they brought no tools with them or money to buy them. How they subsisted so long as they did is a mystery; however we have now got rid of them, and it is hardly likely that they will come back again, though we have some diggers here who are really good men, and who are only waiting for reinforcements of men of their own stamp, and pumps, to once more commence operations. As far as they have gone they say they have done well and are sanguine of doing much better. We have but two vessels in port just now; the *Indian Empire*, loading for Swatow, and the *Helmut*, loading for Tientsin."

TIENTSIN.—The *Daily News* correspondent writes: The weather here has been, with five days exception extremely mild this winter; and the ice is expected to break up about the first week in March. The Chinese traders do not, however, usually arrive in any number till the middle or end of March, so there is no hurry for steamers coming before the 10th. We have had no sand-grouse in the market this winter; hence we infer

that the weather has been also mild in Mongolia. Our trade returns to the end of November give the Import of Grey Cotton at 1,869,509 pieces. The ice, which at present renders our port a sealed one for two or three months in winter, will, I have no doubt, soon be overcome. We have been promised that our bar shall be dredged and deepened. With a pier or breakwater along the bar or river, out to deep water, and with a tramway on such pier, there will be nothing to prevent steamers calling, and loading coal or other produce there, all the year round, when once we get our railway from the mines to Taku.

NAGASAKI.—By the *Costa Rica* we have dates to the 11th inst., but the news is of the most meagre interest. The Japanese authorities have taken charge of Chinese subjects at the Treaty Ports. The *Nagasaki Times* is indignant with the Post Master at Shanghai for sending the mail bags by the *Aques* instead of by H. B. M. G. B. *Dove*, with left the following day; but it turns out that he had no notice of the intended departure of the *Dore* and the mail was sent by the *Lightfoot* as there was no likelihood of a steamer for several days. A Foreign firm in Nagasaki, having under its protection a Chinese hong, has heard that the Japanese Government had levied a squeeze of 10 per cent on some Gold sold by the Chinaman to a Native merchant, and not content with levying this illegal tax, had exacted 10 per cent on all the previous lots of imported Gold he has bought during the year. It seems that there is some truth in the rumour regarding the persecution of Christians on Gotto Islands. Some 300 have been arrested and placed in confinement. The Consuls have communicated with the Governor, but he pleads ignorance and says he has no jurisdiction.

HAKODADI.—The *Japan Times* reports the loss, by the Tokugawa expedition to Yesso, of two more of their ships, the *Meteor* and the *Nagasaki Maru*. Though their squadron is thus completely crippled, the transfer of their forces from the sea to the land may be the cause of much trouble. It may be very difficult to encompass them in such a country as Yesso, and bring the rebellion to such a head that it may be crushed.

HONGKONG.—Three men have been arrested at Macao on suspicion of being the perpetrators of the murder of Mr. Holworthy. Their capture is stated by the *China Mail* to be due to the efforts of Mr. D. R. Caldwell, in his capacity of manager and adviser for the Licensees of the Gambling Farm. The *Daily Press*, gives the following with regard to the proposed movements of H. B. M.'s vessels: the *Perseus* has left for Whampoa, where she will go into dock, and be repaired. It is stated that she will go home in a short time. H. M. S. *Rodney* is under orders for the North, and will leave somewhere about the 10th instant. H. M. S. *Pearl* is taking in stores, and will also go North shortly. H. M. gun-vessel *Sylvia*, which has been repairing some time, will, it is expected, go on another surveying cruise.—

COMMERCIAL.

SHANGHAI, Tuesday February 16th, 1869.

IMPORTS.—The New Year Holidays have stopped all business with Chinese during the past week. Yesterday the market may be said to have re-opened, and prices are firm. Ordinary Chop, 8½ lb Grey Shirtings may be quoted Tls. 2.0.4 to Tls. 2.0.7, and Eagle Tls. 2.1.0; White Shirtings, 64 reed Tls. 2.2.0 to Tls. 2.2.5, and 7½ lb T-Cloths Tls. 1.5.0 to Tls. 1.8.0. In Metals nothing whatever has been done and there are no quotable prices. Four steamers for the North are said to be engaged full, and the natives anticipate a fair market at Tientsin at the opening of the season.

TEA.—Black: Only one settlement of 486 chests has been made since our last issue, establishing no change in quotations. There have been no arrivals, and stock is reduced to 4,300 chests.

Green.—This market also has been quiet, but prices as yet remain unchanged, buyers, however seem unwilling to operate except at a decline, which, with a little patience, they cannot fail to obtain. Stock is still heavy, being 49,500 chests country Teas and 3,800 chests Shanghai Packed.

Shipping.—Departures are the Str. "Diomed" for London and "Queen's Own" for America; Loading "Assyrian" for London full at £3 sterling per ton of 50 feet and "Annie Braginton" and "Monkchester" for New York at £3 sterling per ton of 40 feet.

SILK.—Nothing has been done since our last owing to the holidays. The Mail steamer which leaves to-day has only 6 bales engaged.

OPIMUM.—*Malwa*: Since our last the tone of this market has been looking up, and the *Ganges* brought only a limited supply. The market opened at Tls. 515, at which rate some 250 chests were sold. The same rate prevails to-day.

Patna: The price of this drug has been ruling high say Tls. 485, and owing to the news of high rates at Hongkong this market has been further effected. To-day's quotation is Tls. 495 with buyers.

SHANGHAI SHIPPING.

ARRIVALS.—February 7th, Prince Kung, str., Foochow; Craig Elachie, Swatow; Oberon, Swatow. 8th, Erl King, str., Hongkong. 9th, Adrian, Hamburg; Bertha, str., Foochow; Johanna Anton, Chefoo. 10th, Niger, str., Hongkong. 12th, Sarah March, Puget Sound. 13th, Gustav, Newcastle, N. S. W.; Don Pedro II, Swatow; Emma, Ningpo; Orissa, str., Nagasaki; Bahama, str., Nagasaki; United Service, str., Nagasaki. 14th, Emperor, Newcastle, N. S. W.; Costa Rica, str., Yokohama; Alice Thompson, Keelung; Anita, Hakodadi; Alma, Swatow; Hugo and Otto, Keelung; Flamme, H. I. M. G. B., Hongkong. 15th, Anita, Keelung.

DEPARTURES.—February 6th, Jane Sprott, Zebu; Caernarvonshire, Halifax. 7th, Gabalya, Foochow; Stat, Chefoo. 8th, Queen's Own, New York. 9th, China, str., Hongkong and Canton; Kate Young, Foochow; L'Aspic, H. I. M. G. B., Cruise; Undine, Foochow. 10th, Western Chief, Foochow; Sir Jamsetjee Family, Manila; Bernhard Carl, Hongkong; Electra, Swatow; Erl King, str., Hongkong; Sanderson, Bankok; Diomed, str., Hongkong; Der West, Hongkong. 12th, Bertha, str., Hongkong. 14th, Bengal, Manila.

IMPORTS AT HIOGO AND OSAKA DURING 1868.

Compiled by the Hio-go and Osaka General Chamber of Commerce.

Goods.	Gmo. end. 30 June.	Gmo. end. 31 Dec.
Grey Shirts	pcs. 19,651 2,060	73,295 5,801
White Shirts	" 514	5,268 405
T-Cloths	" 1,950 950	1,230 1,000
Handkerchiefs	doz. —	10 2,000
Breds. & Spots, White	pcs. — 100	1,610 1,585
" Dyed	" 3,150 1,000	— 1,150
Chintz	" 7,738 3,500	3,355 1,012
" Turkey Red	" 5,303 700	7,090 2,290
Turkey Red Cloth	" 12,120 6,187	11,009 1,540
Velvets	" — 480	3,169 380
Lawns	" 6,486 1,200	1,400 3,299
Taffachelass	" 13,350 11,408	15,753 6,400
Cotton Yarn	pcels. 1,032 —	784 117
Camlets	pcs. 5,022 10,020	8,657 1,425
Lastings	" 800 240	1,510 600
Crape Lastings	" 600 4,276	840 800
Lustres & Orleans, Fg'd.	" 4,540 160	7,066 1,770
" Plain	" 7,126 2,190	8,062 3,097
Alpacas	" 1,500 1,300	2,542 1,100
Camlet Cords	" 600 450	400 1,250
Cloth, Black	" 675 1,007	3,123 499
Long Ells	" 1,000 300	1,360 200
Blankets	prs. 2,825 4,917	14,480 4,397
Mousselines de Laine	pcs. 3,700 290	16,953 8,631
Fancies or Mixtures	" 3,505 —	14,239 9,462
Iron	pcels. — —	410 3,250
Lead	" 300 —	19,172 860
Steel	" — —	6 —
Sugar	" 400 —	4,277 500
Spelter	" — —	1,308 207
Cotton	" — 850	6,047 6,943
Coals, English	tons 32 —	140 110
Arms	No. 13,319 2,840	49,199 16,614
Value	\$261,560 —	\$830,284 —
Ammunition, Cartridges,		
Caps, &c.	value — —	\$330,000 —
Treasure	Value in \$171,000 —	— —

LATEST QUOTATIONS.

SHANGHAI, February 16th, 1869.

	T.m.c.	T.m.c.
GREY SHIRTINGS—5½ Catty, ...	1.8.0 a	1.8.3
" for arrival		
" 6½ Catty, on spot	2.0.5 a	2.1.0
" for arrival		
WHITE Do. 64 Reed, ...	2.2.0 a	2.2.5
T-CLOTHS—36 in.		1.8.0
LONG ELLS—III Scarlet, ...	6.2.0	
" Assorted, ...	6.5.0 a	6.6.0
" C/P II, Scarlet, ...	6.2.0	
" Assorted, ...	6.5.0 a	6.6.0
" G/G Scarlet, ...	6.2.5	
" Assorted, ...	6.5.0	
SPANISH STRIPES—Elephant, ...	0.5.7 a	0.6.1
" Tiger, ...		
" Britannia, ...	0.5.8 a	0.6.0
CAMLETS—SS	11.5.0 a	12.6.5
" SSS	10.0.0 a	11.0.0
IRON—Nail Rod, ...		
LEAD, ...	5.9.0	
OPIMUM—Malwa, Old, ...	515	
" New, ...		
" Patna, ...	465	
" Benares, ...		

ON LONDON.—Bank 6m/s. 5s. 11d.	per Tael.
Credits, 6m/s. 5s. 11½d.	"
Bills with doct., 6m/s. 5s. 11½d.	"
ON PARIS.—Credits, 6m/s., Fcs. 7.60	"
Documentary. Do. Fcs. 7.60-62½	"
ON CALCUTTA.—Bank 3 days'	
sight, Rs. 301 per 100 Taels. nominal.	
ON BOMBAY.—Bank 3 days'	
sight, Rs. 300 per 100 Taels.	
ON HONGKONG.—Bank 3 d/s. 25½-¾ disc't.	
Private, 30 d/s. 26¼-½ "	

BULLION:—	
GOLD BARS, Pekin.—Tls. 170 per Tls. 10 weight.	
MEXICAN DOLLARS.—Tals 74.90	
CAROLUS Do. Tals 76.50	
COPPER CASII.—1,470 per Tael.	
FREIGHTS:—	
To LONDON.—Tea £3.	

METEOROLOGICAL TABLE.—WOOSUNG.

Date.	Time	Wtr.	Wind	F	X	Q	H	I	Bar.	Th.
	H L	on	Bar.	Force	Dir.	Dir.	Dir.	Dir.		
Feb'y.										
6 H.W.	A.M. 8.54	18.11	6.32	W by N	4	5.25	c.	30.21	40	
6 L.W.	P.M. 4.18	13.09	...	W by N	5	5.25	c.	30.11	47	
7 H.W.	A.M. 10.14	18.07	5.48	W N W	6	6.26	b.	30.20	46	
7 L.W.	P.M. 5.27	12.02	...	sw by w	6	8.27	b.	30.22	44	
8 L.W.	A.M. 6.34	12.08	5.10	West	1	2.24	m.	30.26	39	
8 H.W.	A.M. 11.06	19.02	...	West	2	2.24	b.	30.30	49	
9 L.W.	A.M. 7.10	11.09	5.04	W by S	1	1.23	m.	30.22	38	
9 H.W.	A.M. 11.57	20.06	...	Z	0	1.23	m.	30.25	49	
10 L.W.	A.M. 8.07	12.02	4.06	S E	2	3.14	m.	30.29	44	
10 H.W.	P.M. 0.32	20.11	...	S E	3	4.14	b.	30.32	54	
11 L.W.	A.M. 8.37	11.11	5.03	S E by E	5	6.12	r.	30.12	49	
11 H.W.	P.M. 0.57	21.02	...	S S E	4	4.14	10 r.	30.01	52	
12 L.W.	A.M. 9.04	21.01	5.09	sw by s	4	4.29	2 r.	29.91	48	
12 H.W.	P.M. 1.20	21.11	...	sw by s	5	5.29	1 r.	29.91	52	
13 L.W.	A.M. 9.48	12.06	5.43	Z	0	2.2	f.	30.24	47	
13 H.W.	P.M. 1.56	21.08	...	E by S	1	2.9	m.	30.20	49	
14 L.W.	A.M. 10.42	11.09	5.00	S by E	5	5.15	m.	30.16	53	
14 H.W.	P.M. 2.35	20.09	...	N by W	3	5.30	b.	30.13	60	

Explanation.

F. Force (1 to 12—estimated); X. Extreme force; Q. quarter whence extreme force (N. b. E. = 1 to 32 = N.); H. Hours of Rain; I. Initials; —b. blue sky; c. clouds (detached); f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; Z. calm.

**COMPARATIVE STATEMENT OF THE PRINCIPAL
IMPORTS INTO KIUKIANG DURING THE PAST SIX YEARS.**

DESCRIPTION.		1863	1864	1865	1866	1867	1868
Grey Shirtings,	pieces.	81,936	34,091	60,331	89,140	116,817	220,124
White do.	"	10,867	5,947	6,729	5,922	5,257	6,209
T-Cloths,	"	18,150	25,330	34,614	19,705	47,911	102,629
Chintz,	"	3,316	3,325	5,981	3,871	4,338	6,828
Handkerchiefs,	dozens.	3,450	8,966	11,798	4,842	9,188	15,484
Velvets,	pieces.	1,554	1,782	2,732	2,111	3,214	4,299
Velveteens,	"	1,412	1,572	1,110	1,188	1,237	948
Spanish Stripes,	"	3,067	7,107	8,952	7,414	8,305	10,466
Habit, Medium }	"	196	561	831	1,132	1,107	1,505
& Broad Cloth, }	"						
English Camlets,	"	1,387	2,696	3,737	5,711	7,323	19,338
Long Ells,	"	9,390	17,160	16,544	16,013	17,642	20,980
Lastings,	"	698	1,391	2,075	2,477	1,515	2,082
Lustres,	"	820	2,590	6,230	4,620	3,731	7,803
Orleans,	"	190	700	960	2,176	560	600
Lead,	peculs.	3,862	5,459	5,797	11,839	9,688	12,272
Tin,	"	778	2,082	2,568	2,882	2,470	4,601
Malwa Opium,	chests.	2,027	2,194	2,423	2,415	2,183	1,927
Brown Sugar,	peculs.	17,833	24,673	38,217	41,533	30,552	37,405
White do.	"	8,460	20,099	21,684	31,829	23,078	28,448
Black Pepper,	"	6,352	3,261	6,686	8,222	8,025	8,603
Sandal Wood,	"	1,170	1,912	6,089	3,572	4,207	8,116
Sapan do.	"	142	710	2,069	1,160	1,061	1,908
Seaweed,	"	20,779	26,377	33,563	34,049	31,830	38,009
Cuttle Fish &c.	"	8,474	12,364	17,106	10,387	15,372	22,764
Cotton,	"	3,917	2	4,477	21,593	7,885	8,395
Copper Cash,	"	40,585	41,660	4,369	6,932	1,178	.....
Drills English,	pieces.	.....	.....	100	732	2,935	6,106
" Dutch,	"	.....	.....	.....	510	3,630	3,944
" American,	"	2,480	141	.....	445	974	983

EXPORTS.

DESCRIPTION.		1863	1864	1865	1866	1867	1868
Tea, Black, Green,							
Leaf & Dust,	peculs.	198,209	136,925	204,413	179,851	154,815	196,630
Paper,	"	121,815	71,362	42,884	54,818	27,181	54,004
China ware,	"	29,100	66,178	32,281	18,150	6,991	5,531
Tobacco,	"						
Prepared,	"	1,713	1,698	1,120	47	55	52
Leaf & Stalks,	"	15,687	12,257	18,248	7,936	6,484	5,938
Hemp,	"	4,481	16,459	23,358	15,438	20,655	27,535
Vegetable Tallow,	"	3,523	1,381	4,208	2,837	1,576	2,756
Grass Cloth,	"	1,310	2,449	2,419	3,177	1,751	1,916
Cotton,	"	.....	1,490	.....	.....	.....	.....

COMPARATIVE EXPORT OF TEA FROM KIUKIANG DURING THE PAST SIX YEARS.

1863	Old Season lbs.	New Season lbs.	Total from 1st Jan. to 31st Dec. lbs.	1866	Old Season. lbs.	New Season. lbs.	Total from 1st Jany. to 31st Dec lbs.
Black	424,917	9,393,691	9,818,608	Black	776,324	11,700,037	12,476,361
Green	7,054,908	8,669,207	15,724,115	Green	2,773,927	7,775,173	10,549,100
Leaf	227,683	657,552	885,235	Leaf	17,333	114,032	131,365
				Dust	23,867	799,466	823,333
	7,707,508	18,720,450	26,427,958		3,591,451	20,388,708	23,980,159
1864				1867			
Black	750,891	9,543,664	10,294,555	Black	222,164	10,993,526	11,215,690
Green	5,584,325	2,025,280	7,609,605	Green	1,517,981	7,789,052	9,307,833
Leaf	58,875	293,673	352,548	Leaf		117,875	117,875
	6,394,091	11,862,617	18,256,708	Dust		557	557
					1,740,145	18,901,810	20,641,955
1865				1868			
Black	202,820	8,758,736	8,961,556	Black	531,000	16,040,070	16,571,070
Green	12,002,149	6,138,641	18,140,790	Green	790,060	8,320,600	9,110,660
Leaf	72	152,716	152,788	Leaf		209,470	209,470
	19,205,041	15,050,093	27,255,134	Dust		326,130	326,130
					1,321,060	24,896,270	26,217,330

NOTICE.

THE interest and responsibility of Mr. FREDERICK PEDDER in our firm ceases from this date.

H. D. BROWN & Co.
Amoy, 31st December, 1868.

MR. FRANCIS CHOMLEY is a partner in our firm, which from this date will be conducted under the name of BROWN & Co.

H. D. BROWN & Co.
Amoy, 1st January, 1869.

NOTICE.

MR. JAS. B. ROBERTSON and Mr. HENRY W. DAVIS, are authorised to sign our firm in China and Hongkong from this date.

BULL, PURDON & Co.

NOTICE.

THE Interest and Responsibility of Mr. ABRAHAM DAVID EZEKIEL in our firm in China ceased on the 31st December, last, and Mr. CHARLES ELIAS SASSOON has been admitted a partner in the same from this date.

E. D. SASSOON & Co.
Shanghai, 1st January, 1869.

NOTICE.

THE partnership hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the Firm of GLOVER & Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st January 1869 under the style of GLOVER, DOW & Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

GLOVER & Co.
Shanghai, 1st January, 1869.

NOTICE.

MR. D. O. CLARK retires from our firm, and Mr. J. MURRAY FORBES and Mr. E. D. BARBOUR are admitted partners from this date.

RUSSELL & Co.
China, 1st January, 1869.

NOTICE.

THE partnership hitherto existing between JAMES DOW, JAMES H. WRIGHT and WILLIAM S. MACLEAN, under the Firm of DOW & Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the Firm "in liquidation."

DOW & Co.
Shanghai, 1st January, 1869.

THE CHRONICLE AND DIRECTORY

FOR 1869.

THIS Work, now in the SEVENTH year of its existence, will be published as early as practicable after the close of the year.

It will be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

In order to avoid mistakes and disappointment, the Publisher begs to inform intending Subscribers, that although another Directory, with a very similar title, and for which his work has evidently been taken as the ground work, is also about to be printed, it is in no way identified with the *Chronicle and Directory* published at the *Daily Press* Office.

He also requests that those persons who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so without delay. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Agents in Shanghai, Messrs. LANE, CRAWFORD & Co. *Daily Press* Office,
Hongkong, 19th November, 1868.

NOTICE.

THE Interest and responsibility of Mr. FRAMJEE HORMUSJEE in our Firm ceased on the 31st March 1868, and our business at this port is closed from this date. Any one having claims against us will please to send them in on or before the 31st August to Mr. FRAMJEE HORMUSJEE, who will attend to our outstanding affairs.

P. F. CAMA & Co.

Shanghai, 20th August, 1868.

NOTICE.

I HAVE this day established myself as Merchant and Commission Agent under the firm of FRAMJEE HORMUSJEE & Co.

FRAMJEE HORMUSJEE.

Shanghai, 20th August, 1868.

NOTICE.

MY Business of Auctioneer and General Broker will from this date be continued on the Premises lately occupied by NELS MOLLER, Esq., Canton Road, and the Firm will be

MELLER & Co.

Shanghai, 1st December, 1868.

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IN Issuing a Monthly Periodical devoted to Eastern subjects, on the plan of that which, under a similar title has proved so popular during a long series of years in Great Britain and America, the publishers have been encouraged by the already large and constantly increasing interest felt in all parts of the civilized world with relation to China, Japan, and the adjacent Countries. With Peking and Yedo open to travellers and officials, with the whole Empire of China accessible to explorers, and the barriers hitherto so jealously maintained in Japan becoming daily weakened, numbers of new facts and much curious information is being accumulated in the notebooks of individuals, who are glad to preserve in type many little particulars, for embodying which in a form accessible to the public, no means now exist. All notes and inquiries received are carefully classified and indexed with minute care; whilst, as in the home work which has been adopted as a model, a list of books wanted, or for disposal relating to China or Japan is inserted free of charge. The favourable reception which this periodical has met with leads the publishers to hope for a yet more extensive circulation.

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